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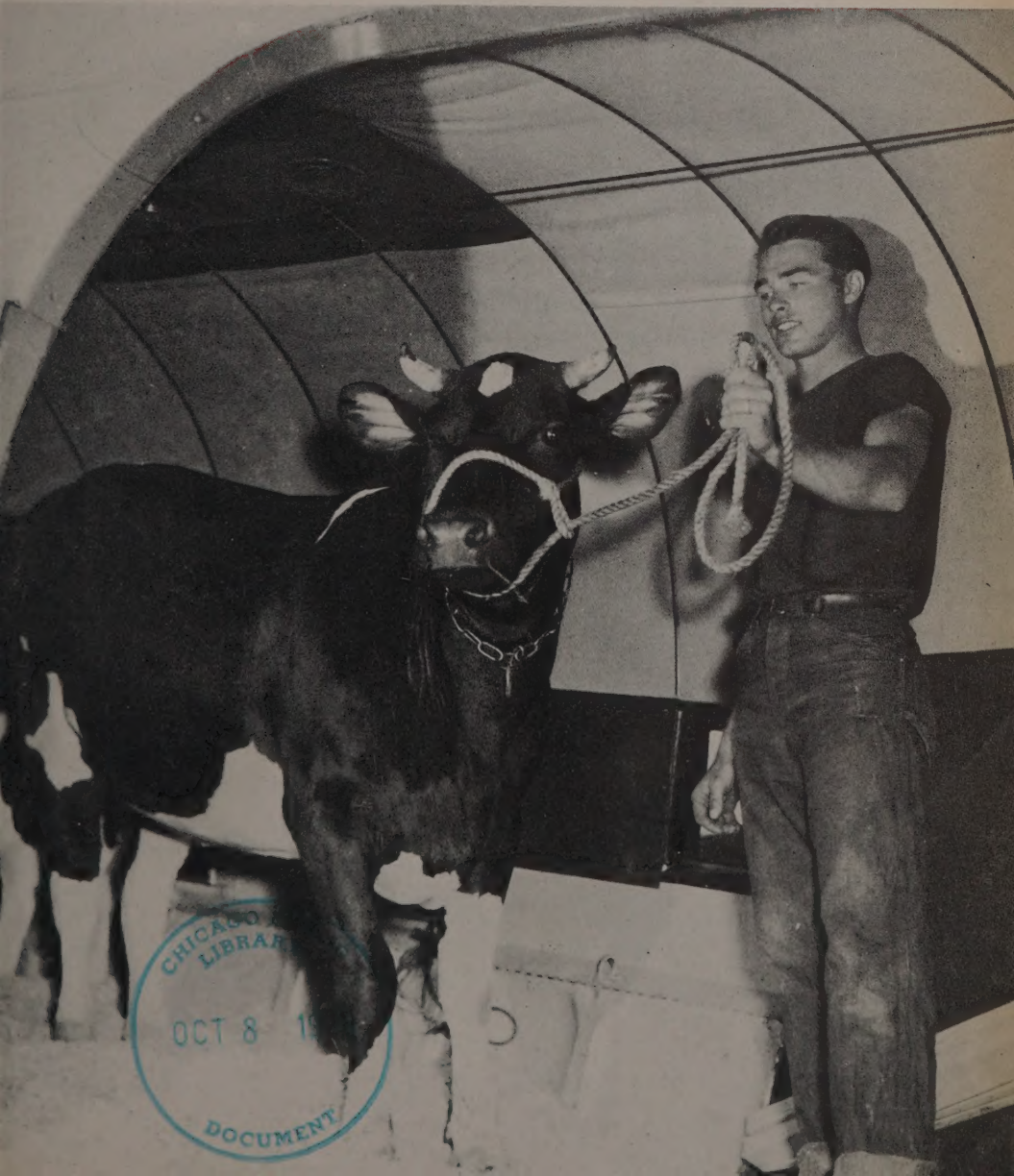

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Right Hon. C. D. Howe
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

FOREIGN TRADE

OTTAWA, SEPTEMBER 17, 1949

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COVER SUBJECT—Holstein-Freisian heifer, a grand-daughter of the famous bull "Marksman", which formed part of a shipment of six heifers from Oakville, Ont., to Havana, for the President of Cuba. Another heifer in the air shipment was "C.V. Sovereign Jilda", which was sired by "Sovereign", an All-Canadian and All-American champion, and one of the foremost breeding bulls in Canada at this time. These cattle were selected by the Minister of Agriculture for Cuba during his visit to this country for the Canadian International Trade Fair.

Photo by James E. Rose.

Price 10 cents

39361—1

Factory and Farm Production in New Zealand at Record Levels

Review of conditions submitted by Minister of Finance in presenting 1949 budget—Transportation statistics reveal increases in various sections of national economy—Production of timber particularly pleasing—Overseas income derived from agriculture—Dollar difficulties summarized.

By C. M. Forsyth-Smith, Assistant Commercial Secretary for Canada

WELLINGTON, August 23, 1949.—Production levels in New Zealand have never been higher, the total for the year ended June 30, 1948, having been 20 per cent higher than in 1938-39, and 29 per cent above the level of 1935-36. The volume of factory production shows an increase of 50 per cent over that in 1938-39 and is nearly double that of 1935-36. The volume of farm production is 13 per cent in excess of that for 1938-39. This information was revealed by the Right Hon. Walter Nash, Minister of Finance, who brought down his budget on August 18.

The quantity of butter produced in 1947-48 was 151,000 tons. The weight of wool in the 1948 production year was nearly 19 per cent higher than in 1936. The volume of meat products, though slightly lower than in 1947, was considerably higher than that of prewar years.

Later figures, provisionally estimated, promise even better results for the production year 1948-49. Butter production was approximately 166,000 tons; cheese, approximately 98,000 tons; and canned milk products, 35,000 tons.

The electric-power production has more than doubled since the year ended March 31, 1936. This has been a substantial element in raising factory production by 50 per cent since 1938-39.

Statistics of internal transport reflect the increases shown by other statistical series. The net ton-miles run on the railways reached a record total of 971 million ton-miles in the financial year just closed, an increase of 69 per cent above the 1938-39 total and 119 per cent above the 1935-36 figure. Motor-vehicles licensed at June 30, 1949, reached a record total of 392,386.

Timber Production Increases

A particularly pleasing aspect of recent statistics has been the continued increase in timber production, which reached a new record total of 480 million board feet in the March year, 1949, an increase of 11 per cent above the 1948 total, 52 per cent above the 1939 figure, and more than three times the footage in 1932, the Minister states.

This has permitted gratifying developments in the sphere of housing. The total number of private buildings for which permits were granted (in urban areas), for the year ended March 31, 1949, was 11,102, compared with 8,093 in 1938-39, and 4,140 in the year ended March 31, 1936.

Of this 11,102, which would approximate 16,000 if rural buildings were added, the number of dwellings of which construction was commenced by the government in the year ended March, 1949, was 4,530. These records indicate the fruitful results that can be achieved by the harmonious co-operation of state and private interests.

Of all nations in the world, New Zealand is among the highest in terms of trade per head. The total value of production for the year ended

Canadian Geographical Society map.

June, 1948, was £265 million. Of this, £132,400,000 (roughly half) was exported. The total value of all goods available for use in New Zealand in the same year was £275,900,000, of which £143,300,000 (about 52 per cent) was imported.

Overseas Income Derived from Farm Products

Past figures show that New Zealand is largely dependent on farm products for its overseas income. Eighty-five per cent of the value of exports was major farm products, 33 per cent dairy, 22 per cent meat and 30 per cent wool.

39361—1½

The overseas trade of New Zealand continues to expand, the volume of exports in the calendar year 1948 being 27 per cent above the 1938 figure and 28 per cent above the total in 1935. The volume of imports in 1948 was 8½ per cent above the 1938 total.

The government, in conjunction with farming representatives, has given an undertaking to the British Ministry of Food to facilitate, by 1955, a substantial increase in supplies of meat and dairy exports.

Steps have already been taken to obtain supplies of fencing-wire, while a policy of increased importation of fertilizer and the establishment of additional fertilizer works is being actively pursued. Recently, as farmers are aware, the government, after consultation with farming representatives, approved a basis of subsidy on imported phosphatic fertilizers (slag, finely ground North African phosphates, and guanos). The subsidy will be found, one-half by the government and the other half from the farm industry stabilization accounts.

The government is also fully aware of farmers' needs for farming machinery and equipment, part of which is obtainable only from dollar sources. It is intended, within the limited amount of dollars available, to make a reasonable provision for these requirements.

New Zealand is potentially able to increase locally grown tobacco supplies, and government assistance has recently been given for flood-control measures in Nelson, which should open up land capable of producing by 1952-53 an additional million pounds weight of tobacco, which will constitute a direct saving of three-quarters of a million dollars. The government is also pressing on with the establishment of a pulp and paper mill, which will supply all New Zealand's needs and provide a surplus for export.

The volume of goods imported in the year ended June 30, 1948, was 25 per cent more than 1938-39. Taking into account the rise in local production to 20 per cent above prewar, it is noted that the volume of all goods available for use in New Zealand has risen by 25 per cent over 1938-39. The community has thus progressed beyond the point of regaining its prewar level of consumption. On a "per head" basis, goods available are 11 per cent higher in volume than in 1938-39, and nearly 30 per cent above 1936. In other words, on an average each individual has available one-third more goods, imported and locally produced, than he had in 1936.

Dollar Difficulties Summarized

The Minister of Finance made a series of observations concerning the problems now confronting the world, with particular reference to dollar difficulties. The New Zealand Government, he said, is satisfied that recessions in trade cannot be avoided by purchasing less from any given country. The objective should be to sell more.

Price adjustment can best be achieved by increasing efficiency rather than by curtailing cost by wage reductions.

The permanent solution of the present problem can be achieved only by expanding demand and increasing multilateral international trade.

Raising of loans in the surplus countries for productive purposes is the best method of overcoming the immediate difficulty. The government has instituted inquiries as to the availability on reasonable terms and conditions of loans from Canada and the United States.

The immediate and long-term solution is the expansion of production and of exports to Canada, to the United States and to other dollar countries, and the raising of loans to meet the present deficit between exports to and imports from those countries.

Free Port of Singapore Leading Factor in Trade of Malaya

With the exception of a few commodities, all imports are free of customs and similar charges—Import, export and exchange controls now in force as temporary measures—Facilities afforded for processing, grading and packing—Equal treatment extended to air-borne shipments.

By Paul Sykes, Canadian Government Trade Commissioner

SINGAPORE, July 26, 1949.—Singapore, established as the centre of British administration and trade in southeast Asia, has always been a free port, for which it is admirably suited through its excellent harbour facilities and its focal position with relation to the populations and resources of Malaya and the Indonesian archipelago.

The designation "free port" applies fairly to Singapore, since any goods can be imported free of all customs or similar charges, with the exception of opium or similar narcotics, trade in which is prohibited. However, imports of spirits, tobacco and petroleum must be placed in bond on discharge and can only be released on payment of specified duties which are in the nature of a customs or excise levy. The rates payable in Singapore are the only charges levied on import or export trade.

Import, export and exchange controls, at present in force as postwar emergency measures, operate to restrict the trade of Singapore in some instances, but such temporary controls do not appear to merit detailed attention in this report. Suffice to say that imports from dollar countries have been severely restricted, while close supervision is exercised over purchases from most other sources. Exports are subject to similar control, the regulations being designed to prevent undue wastage of goods required for local consumption or any loss of dollar revenue from sales of goods paid for in such currency.

Exports of Tin Temporarily Controlled

The only normal restriction on export trade applies to tin smelted in both Singapore and Penang. Such shipments may only be made as directed by the Ministry of Supply in London. This is, of course, a post-war measure enacted under international agreement and may not be of long duration. A similar restriction or regulation of rubber exports was in force for a number of years up to 1942 but is no longer operative.

Singapore, in addition to offering excellent harbour facilities for both imports to meet local requirements and exports of domestic produce, also provides facilities in numerous forms for processing, grading and packing materials produced in Malaya and in adjoining areas. Large quantities of crude rubber are treated and packed for export in Singapore mills after importation from various parts of Indonesia and the British Borneo colonies. Spices from Borneo and Celebes are cleaned, graded and packed for export, these being only examples of the port's contribution to southeast Asia's export trade.

It is possibly less important in import operations, but the large volume of re-export trade handled in Singapore particularly underlines its part in the supply of many commodities of varied origin to Indonesia, Borneo, Siam and other adjacent markets after storage, sorting and shipment, in many cases, in vessels which have been specially designed for the particular

Singapore—Imports being handled by electric stillage trucks.

purpose. There is a large fleet of inter-island and coasting vessels based on Singapore that are equipped for the carriage of refrigerated cargo from cold-storage plants to outports or to handle bulk petroleum products.

In addition to the normal "free port" facilities available in Singapore for sea-borne trade, similar treatment of import and export shipments carried by air is also available, but the airports do not provide free or bonded zones. All air-borne imports of spirits, tobacco or petroleum products are accordingly treated in exactly the same way as if they had been carried by sea and are dutiable at the usual rates when withdrawn from bond.

Indicative of Singapore's importance to Malaya's economy are the import figures for 1948, which show that the port handled 72 per cent of all the direct foreign imports into the Colony of Singapore and the Federation of Malaya combined. Singapore's share of total export trade (65 per cent) was slightly less. Arrivals at Singapore of deep-sea vessels during 1948 numbered 4,139 of a tonnage of 10,813,155. The only other Malayan ports of importance in the ocean-going trade are Penang and Port Swettenham, adjacent to the Federation capital, Kuala Lumpur, which handle approximately half as many ships as Penang.

British Exporters Given Advertising Data

"Advertising the Key to Sales of British Goods in Canada" is the title of an article in the August 13, 1949, issue of the *Board of Trade Journal.* Prepared by J. Paterson, United Kingdom Trade Commissioner in Montreal, this article was featured in the issue concerned, and provides prospective exporters with a clear understanding of the requirements of the Canadian market.

Indian Government Sponsoring New Industrial Development

Swiss firm to assist in constructing and operating plant to manufacture machine tools—State-owned factory will produce penicillin, anti-malaria and sulpha drugs—Other plants will manufacture diesel engines and locomotives—Agreement concluded with French firms to process monazite sands.

By Richard Grew, Commercial Secretary for Canada

NEW DELHI, June 23, 1949.—Several reports have been published here recently on the intention of the Government of India to set up state-owned key factories for the manufacture of capital equipment and other important products. The largest of these proposed factories, whose location has not yet been decided, will manufacture machine tools of a specialized type. An agreement has already been signed with Aerlikon Machine Tool Works Buehrle and Company, Switzerland, which will have a small financial interest in the project and will give technical assistance in building the factory. It will also help in the direction and supervision of operations for about twenty years and will train Indian workmen, engineers and other technical personnel in Switzerland. It is hoped that within a period of ten years there will be a sufficient number of trained Indians to hold at least 85 per cent of the technical posts in the factory. Construction of the factory is expected to be completed within four years. Estimated to involve a capital expenditure of Rs.120,000,000, the value of its ultimate production is placed at Rs.70,000,000 to Rs.80,000,000 a year.

It is further proposed to build a state-owned factory in the Bombay area to manufacture penicillin, anti-malaria drugs and sulpha drugs. Estimated to cost Rs.20,000,000, the factory will go into full production in three years. The decision to establish this factory follows the recommendation of a team of experts deputed by the Government of India to Europe, the United States and Canada last year. The plant will have an annual productive capacity of 1,200 billion units of penicillin and 100,000 pounds of synthetic anti-malaria drugs. An agreement has already been signed with Messrs. Karnbolegat Bio-chemical Industry, Stockholm, for the establishment of a plant for the production of penicillin, and negotiations are at present under way with a British firm for the use of their patent rights for the manufacture of a suitable synthetic anti-malaria drug.

The annual productive capacity of the factory for sulpha drugs will be: sulphamerazine, 60,000 pounds; sulphathiazole, 20,000 pounds; and sulphanilamide, 20,000 pounds. The Government of India will control 51 per cent of the shares of the factory, while 49 per cent will be held by the Government of Bombay.

Diesel Engines to be Manufactured

An announcement has recently been made to the effect that the Government of India has under consideration a scheme to manufacture diesel engines. Oil-engine factories in India produce 1,200 engines a year, and annual imports are from 3,000 to 4,000 units. Plans are also in progress for a factory to manufacture synthetic oil from coal.

Meanwhile two government-sponsored schemes for industrialization, namely, the Sindri fertilizer factory in Bihar and the locomotive project at Chittaranjan in Bengal, are going forward, though at a slower pace

than was originally anticipated. In the case of the former, although the report recommending the scheme was submitted in 1944, political changes prevented action being taken at that time and, later on, the delay in acquiring the site and the fact that the economic position of the country has raised the original estimate from Rs.105,300,000 to nearly Rs.170,000,000 have delayed the scheme. Recently, a small "corporation" of officers of the Ministry of Industry and Supply has been formed to supervise the speedy completion of the enterprise without much of the usual official routine. The design and layout make this plant possibly the most modern of its kind in the world and, when it is in full production, it is expected to produce 350,000 tons of ammonium sulphate annually.

Details of the Chittaranjan project are almost equally imposing. The choice of the location of the factory has been determined by the proximity of the coal-belt and steel-producing areas and by the availability of surplus labour. On the basis of a single shift of workers, the factory will manufacture 120 steam locomotives and 50 spare boilers. The total cost is estimated at Rs.140,000,000. The factory will eventually employ 10,000 workers. It is stated that the first complete locomotive will be on the rails by the end of 1951.

Agreements Concluded with French Firms

The Government of India has also entered into a fifteen-year agreement with two French firms: the Banque Marocaine de Crédit and the Société de Produits Chimiques des Terres Rares—for setting up a plant for the processing of monazite sands in India. It is intended to process these sands, which are found in abundance along the Travancore coast, to yield thorium, cerium and other rare earths used in the manufacture of gas mantels, aluminum base alloys and in various metallurgical processes. The agreement provides that the plant will be manned by Indian scientists, and two young scientists will be leaving for France shortly to work at the factories and laboratories of the firms. The French firms are to receive payment at a fixed rate when the full working drawings are submitted and a further sum when the factory goes into operation and treats the sands at the rate of 1,500 tons per annum. It is expected that this stage will be reached in about a year. The board of directors will consist of three nominees of the Government of India, a representative of Tatas Limited, a scientist, and two members of the Travancore Government yet to be selected.

Newfoundland Holding First Trade Fair

Commencing last Monday, the first industrial trade fair to be held in Newfoundland opened its doors in St. John's to businessmen in this and the other nine provinces, and will continue until September 27. Operated by a newly formed organization, known as Newfoundland Enterprises, this fair is being held in the naval drill hall at Buckmaster's Field, and occupies a floor space of 35,000 feet. The displays are not restricted to manufactures, retail stores having been afforded an opportunity of displaying their wares. The fashion show, featuring fall styles, can be seen by over 4,000 spectators at one time.

In order that businessmen from all parts of the country may have an opportunity of examining the various exhibits, the trade fair will be open only to businessmen during the first week, from 11 a.m. to 4 p.m. The general public will be admitted during the balance of each day. Trade and industrial films will be screened continuously in the large 900-seat theatre being operated at the fair.

Manufacture of Soap in Netherlands Recovering from Slump in Wartime

Production in 1947, amounted to 67 per cent of prewar total—Most ingredients imported—Switzerland only supplier of manufactured soap last year.

By N. Riemeijer, Office of the Commercial Counsellor for Canada

THE HAGUE, July 7, 1949.—Soap production in the Netherlands amounted to 67,200 tons in 1947, which is 67 per cent of that before the war, and the estimate for 1948 was approximately 80,000 tons. The industry, which dates from 1900, was confronted with difficulties during the war years, due to the shortage of ingredients for making soap, but there has been a gradual recovery since the liberation of this country.

The normal annual average soap production is about 100,000 metric tons, for which some 45,000 to 50,000 tons of oils, fats and fatty acids are consumed. These raw materials have to be imported almost entirely from various foreign sources of supply. Tallow, linseed and soya bean oil are obtained from North and South America, while palm kernels and palm oil are brought in chiefly from Indonesia. The oleaginous seeds are processed by domestic oil crushing plants. Apart from these raw materials, various types of chemicals have to be secured abroad.

During the years 1938 and 1939 the Netherlands produced approximately 101,700 tons of the principal varieties of soap, viz., soft soap, soap and washing powders, toilet soap and household soap. The following table gives details of production:

Netherlands Soap Production

	1938-39	1947
	(In metric tons)	
Soft soap	52,100	23,100
Soap and washing powders	23,800	22,700
Household soap	22,100	18,800
Toilet soap	3,700	2,600
Total	101,700	67,200

It is expected that the 1949 production of soft soap will decrease, while the output of the other three varieties will probably also be somewhat smaller than in 1948. These decreases are due to the high prices of oils and fats, which are far above the prewar level.

The Netherlands soap industry caters almost entirely to the domestic market. Compared with the quantities produced, both imports and exports are very small, as shown by the following figures:

Netherlands Soap Trade

	Imports		Exports	
	1939	1948	1939	1948
	(In metric tons)			
Soft soap	68	..	320	987
Soap and washing powders			23,800	22,700
Household soap	167	..	679	821
Toilet soap	1,339	1	133	336
Total	1,589	11	1,407	2,171

As far as imports are concerned, Switzerland was the only supplier in 1948, while shipments from the Netherlands were made chiefly to Belgium and Luxemburg (971 tons), Iraq (547 tons), Surinam (115 tons), Germany (79 tons) and Iceland (58 tons).

Upward Trend in Foreign Trade Of Fiji Continued Last Year

Total value of imports and exports increased from £7,175,222 in 1946, to £13,734,346 in 1948—Exports from Canada to Fiji decreased by 35 per cent from 1947 figure, but Canada's imports from the island were doubled in value—Production and exports of principal products substantially increased.

By C. M. Forsyth-Smith, Assistant Commercial Secretary for Canada

WELLINGTON, N.Z., July 13, 1949.—Fiji's foreign trade continued to show the same upward tendency in 1948 as in other recent years. The total value of imports and exports was £13,734,346, which is £2,475,158 in excess of the 1947 figure, and the favourable trade balance reached a record figure of £1,844,678. In comparison with the 1943 values, there has been an increase of £5,275,512 in exports and £3,230,495 in imports.

Summary of Fiji's Foreign Trade

	Imports	Exports	Total
	£	£	£
1946	3,571,050	3,604,172	7,175,222
1947	5,116,386	6,142,802	11,259,188
1948	5,944,834	7,789,512	13,734,346

Exports from Canada to Fiji decreased during 1948 to approximately 35 per cent of the 1947 figure, totalling $491,906 as against $1,386,494. This reflects the efforts to reduce imports from dollar areas, those of most unessential goods being drastically curtailed.

Fiji Islands—Unloading sugar cane from punts into a sugar mill in Fiji with a mechanical "grab", which picks up one ton at a time.

Principal Exports to Fiji from Canada

	1947		1948	
	Pf. Gal.	$	Pf. Gal.	$
Whisky	4,411	34,860	....	....
	Cwt.		Cwt.	
Herrings, canned sea	16,267	257,695	260	4,283
Salmon, canned	7,093	182,495	151	4,157
Sardines in oil	7,846	147,639	....	....
	M. Ft.		M. Ft.	
Planks and boards, cedar	1,090	88,677	1,628	127,514
Planks and boards, Douglas fir	2,394	210,314	2,234	184,841
Planks and boards, hemlock	422	36,433	304	22,381
Paper bags	....	15,367	....	1,105
	No.		No.	
Autos, new freight (ton or less)	60	46,106	5	5,289
Autos, new freight (over one ton)	22	26,125	24	34,225
Autos, passenger, new (over 1,000 dollars)	132	149,688	26	27,974
Motor vehicle casings	1,757	24,959	200	6,330
Automobile parts	....	13,860	....	22,142
Packages	....	14,879	....	3,304

On the other hand, imports from Fiji into Canada doubled in value during 1948, totalling $8,275,231 as compared with $4,177,863 in 1947. The increase was almost entirely accounted for by raw sugar, but there was a substantial increase in Canada's purchases of copra, pineapple juice, and bananas.

Principal Imports from Fiji into Canada

	1947 1947	1948 1948
Raw sugar	$4,157,435	$7,926,386
Copra	.....	308,881
Pineapple juice	.....	5,096
Bananas	.....	1,736
Coconuts	1,968	640

In 1948, Fiji had a favourable balance of trade with Canada of $7,783,325, imports having decreased by 35 per cent, while exports to the Dominion were doubled.

Subsidies Paid on Food Imports

The subsidies on imported sharps, flour and ghee which have been paid during the past few years to reduce the cost of living have been steadily increased from £56,916 in 1946 to £112,618 in 1947 and £157,263 in 1948. However, with the decrease in overseas prices of sharps and flour, it is estimated that there will be a heavy decline in subsidies in 1949 to approximately £41,500.

The 1948 sugar crop amounted to 943,600 tons as compared with 1,045,528 tons for the preceding year. Although the crop was smaller, the quality was slightly better than in 1947. The 1949 yield is expected to be much the same as in 1948. All sugar shipments went to the United Kingdom, Canada, New Zealand and other destinations on instructions from the Ministry of Food in London. Total exports of sugar for the past three years were as follows: 1946, 106,473 tons (£2,111,557); 1947, 112,433 tons (£2,840,307); 1948, 149,494 tons (£4,265,406).

The total production of copra in the Colony in 1948 was 34,637 tons, an increase of 9,231 tons over the 1947 figure. Of this amount, 21,352 tons were exported. The remainder was crushed locally, the value of oil obtained being £760,774 and of the meal £80,630. Exports of copra for the past three years were as follows: 1946, 16,302 tons (£379,760); 1947, 25,406 tons (£966,246); 1948, 21,352 tons (£992,234).

All Fiji's copra is to be sold to the Ministry of Food for the next nine years at prices to be agreed upon annually. Those paid in one year will not vary more than 10 per cent upwards or downwards from the price for the preceding year.

A severe hurricane in December, 1948, damaged coconut plantations in Taveuni and islands of the Lau group to the extent of approximately 20 per cent. As a result, the 1949 crop and output will be substantially reduced, and it will be two or three years before production on all the plantations returns to normal.

Total Fiji production of bananas in 1948 was exported to the New Zealand Marketing Board, with the exception of 17,698 pounds which were shipped to Canada. Exports of bananas from Fiji during the past three years were as follows: 1946, 173,868 stems (£49,988); 1947, 324,660 stems (£79,720); 1948, 289,372 stems (£94,996).

Exports of Fresh Fruits and General Produce

	1947	1948
	Cases	Cases
Pineapples	7,276	7,267
Citrus	834	2,091
	Fruits	Fruits
Watermelons	1,065	2,569
	Bags	Bags
Coconuts, fresh	....	153
Mixed fruits	744	29
Peanuts	551	377
Rice bran	4,153	357
Arrowroot	4	5
Coconut meal	2,657	4,391
	Tons	Tons
Green ginger	144	118
	No.	No.
Coconuts	400	....
Hides	12,411	9,759

The production of canned pineapples during 1948 reached a record quantity of 930,186 pounds valued at £30,909. The previous record was established in 1942, when 871,241 pounds were produced, with a value of £17,040.

Exports of rubber increased from 69,380 pounds in 1947 to 84,303 pounds in 1948. Rubber prices continued to drop despite the increase in exports. The value of rubber exported in 1948 dropped to £2,745 as compared with £3,670 in 1947.

The production of gold was slightly reduced, 170,426 tons of ore yielding 93,023 fine ounces of gold as compared with 159,285 tons of ore yielding 94,284 fine ounces of gold in 1947. The fixed price for gold has had an adverse effect on the gold mining industry in Fiji, but recent reductions in the customs tariff on mining equipment and requisites is expected to ease the situation. Exports of gold during the past three years were as follows: 1946, 68,859 ounces (£657,527); 1947, 134,922 ounces (£1,288,780); 1948, 105,712 ounces (£1,011,225).

Financial Situation Satisfactory

While complete figures are not available for 1948, the estimated revenue is £2,832,250 and expenditure £2,499,489, giving a surplus of £332,761. It is estimated that the revenue for 1949 will amount to £2,915,999, and that expenditures will amount to £2,933,920, leaving a deficit of £17,921. At the end of 1948, it was estimated that surplus balances of the Colony, including general and special reserves, were over £2,000,000.

Revenue and Expenditure of Fiji

	Revenue	Expenditure
1945	£1,692,517	£1,792,786
1946	2,456,805	2,096,417
1947	2,728,270	2,329,232

Income tax receipts in 1947 (for the year 1946) were £641,467, an increase of £194,387 over the previous year's figure. Receipts for 1947 are estimated at £770,000, which is another substantial increase. Customs revenue, which reached record proportions during 1947 at £1,486,527, declined slightly to £1,459,287 in 1948.

Trade Between United States and Certain European Countries Shows Big Increase

Washington, July 20, 1949.—(FTS)—United States imports from Belgium, Germany, the Netherlands, Norway and Turkey during May, 1949, show a substantial increase over the corresponding figures for 1948. Those from Turkey were approximately double the total in May, 1948, due to heavy shipments of Turkish tobacco and chrome ore to the United States. Imports from Great Britain and Sweden were much lower. The decline in shipments of wood-pulp from Sweden, and the high prices prevailing for this commodity in that country, are responsible for the drop in this case. The following table indicates the value of United States trade during May with countries participating in the European Recovery Program, including Turkey, as compared with May, 1948:

United States Trade with ECA Countries

	Exports May, 1949	Imports May, 1949	Imports May, 1948
	Millions of Dollars		
Belgium	27.6	7.0	6.7
France	41.0	3.8	4.7
Germany	81.7	4.4	1.5
Greece	11.8	0.5	1.3
Italy	52.9	3.8	7.2
Netherlands	23.0	4.8	3.0
Norway	8.3	3.7	1.9
Portugal	3.4	1.1	1.7
Sweden	7.9	4.4	9.1
Switzerland	11.6	7.0	7.4
Turkey	5.8	8.7	4.3
United Kingdom	76.2	15.2	23.6

The following table shows United States imports from the foregoing twelve countries for the first four months of 1949 and 1948, and the same four-month average between the years 1936 and 1938:

	4-month Average 1936-38	January-April 1948	January-April 1949
	Thousands of Dollars		
Belgium	19,516	23,819	42,679
France	21,656	20,836	23,020
Germany	26,300	6,902	19,913
Greece	4,756	13,071	11,877
Italy	14,416	29,301	24,747
Netherlands	14,968	9,473	14,688
Norway	7,028	8,508	16,192
Portugal	2,192	7,024	4,933
Sweden	16,884	34,964	14,721
Switzerland	7,844	30,574	21,503
Turkey	5,180	16,430	21,513
United Kingdom	57,924	94,633	82,198

Australia Shipping Chilled Beef by Aircraft From Mobile Abattoir to Northern Port

Plan will eliminate cattle-droving over long distances from ranges to freezing plants, with resulting loss of weight—Scheme in Western Australia proposed for Queensland and Northern Territories.

By F. W. Fraser, Commercial Secretary for Canada

MELBOURNE, July 25, 1949.—(FTS)—Cattle-droving over long distances from the ranges to the abattoirs and freezing works, with the resultant loss in weight and deterioration in quality, one of the great difficulties previously experienced by Australian cattlemen, now appears to be in the process of being at least partially overcome. This is being brought about by the establishment of a company in the northwest of Australia which is using air freight for the carriage of beef to the port of Wyndham, from stations located about 190 miles distant. The scheme was developed by a small group in Western Australia, resulting in the formation of a company registered as "Air Beef Proprietary Limited", and jointly owned by the Western Australian Government, Australian National Airways Proprietary Limited, and MacRobertson Miller Aviation Company Limited.

An abattoir has been erected on one of the stations, comprising a mobile killing plant and refrigeration facilities. The cattle are slaughtered on the station, and the chilled beef flown to the seaport. This method, it is claimed, eliminates many weeks of road travel, and the resultant loss in condition. It has already been demonstrated that upwards of 20 per cent more meat can be delivered in this fashion, all of which is of first-

class quality. The increased outturn of beef, plus the improved quality secured, it is claimed, more than justifies the cost of air freight without increasing the cost to the consumer.

Scheme Uses Standard DC3 Air Freighter

The undertaking, which has now been in operation for approximately three months, is being carried out by a Standard DC3 air freighter, making an average of two return flights daily to Wyndham. Station supplies and materials, etc., are carried on the return flight.

The scheme has met with such initial success that, according to a recent announcement a similar project is being undertaken in Northern Queensland, and plans are already in process for the Northern Territories.

The promotors claim that if the Northern Territory and northwest Australia are to be opened up for the benefit of the country as a whole, a system of transportation must be provided. An adequate railway or road system would run into many millions of pounds, whereas a pattern of aerodromes, supported by a feeder system of roads to the abattoirs, could be established and maintained at a far lower cost.

Australian Coal Strike Caused Severe Losses

Sydney, August 12, 1949.—(FTS)—The coal strike, which began June 27, is now over and has clearly demonstrated the extent to which Australian economy is dependent on coal.

Following is an estimate of losses resulting from the strike: Wages, £33 million ($105·6 million); output, £102 million ($326·4 million); man-hours, 152 million.

Production losses included: Coal, 1,650,000 tons; pig-iron, 136,000 tons; steel, 170,000 tons; houses, 2,700 units; bricks, 44,000,000; tiles, 4,000,000; stoves, 5,500; refrigerators, 6,750.

At the peak of the strike, unemployment totalled 630,000, and relief payments, amounting to £1,250,000 ($4 million), were entirely inadequate to compensate for lost wages.

Mexican Industry Expects to Use Natural Gas

Mexico City, September 3, 1949.—Many industrial plants in Mexico City and the vicinity will likely be using natural gas instead of oil in their furnaces before long. A market is developing, therefore, for gas burners, accessories and meters.

All petroleum products in Mexico are under the control of Petroleos Mexicanos (Pemex), the nationalized oil monopoly, which has been delivering oil by tank car and truck to factories requiring it. Because of the large quantities of natural gas going to waste, Pemex decided some months ago to run pipe lines to the industrial suburbs of the city, which bear such difficult Indian names as Tlalnepantla and Atzcapotzalco, and which have sprung up as centres of industry in the course of the past five years, principally because of cheap land and low taxes. The gas will be more economical than oil, and already over one hundred major industrial concerns have signed up; their estimated requirements being 76,617,612 cubic feet per day.

Canadian firms desiring to quote on the type of equipment needed as a result of the change-over should send full details of their offerings to the Commercial Counsellor for Canada, in Mexico City.

Western Germany and Switzerland Sign Pact With Minimum of Restrictions

Action heralds break with system of controlled commodity trade—Inclusion of agricultural products to be considered next December—German patients may receive treatment in Switzerland.

By B. J. Bachand, Canadian Commercial Representative

FRANKFURT AM MAIN, August 29, 1949.—Western Germany signed an agreement with Switzerland on August 27 to provide for trade in commodities without quota limitations, except in the field of food and agriculture. The Western German delegation agreed to make $4,800,000 available every four weeks for the purchase of commodities, without limitation on types.

This action taken can be heralded as the first break among O.E.E.C. countries with the system of controlled commodity trade, which has made inter-European trading difficult. On the Western German side, it represents the combined effort of the three military governments, working with the Verwaltung fuer Wirtschaft to promote free individual trading. This bold experiment could be made first with Switzerland, because Switzerland is one of the few countries in Europe prepared to revert to liberal trade policies.

It was not possible to apply the unrestricted system to food and agricultural produce for the time being, in view of existing controls in both countries. It was decided, however, to consider the inclusion of these products under the new scheme in a meeting scheduled for next December. Meanwhile, a list of quotas for agricultural and food commodities has been prepared on the broadest possible terms. Imports from Switzerland on an annual basis are estimated at about $10,500,000, including fresh and processed fruits, cheese, milk, meat, oil-cake and wine. German exports of $3,500,000 will consist mainly of hops, malt, seeds, beer and wine.

Financial discussions included the drawing up of a new payments agreement, which was initialled. The agreement re-introduces for the first time since the war the system of dual accounts, one of which is kept in Swiss francs with the Swiss National Bank, the other in Deutschemarks, with the Bank Deutscher Laender, which makes it possible for German exporters to invoice their exports in Deutschemarks. Existing arrangements for transfer of payments to frontalier will continue in operation. Provision was also made for a limited number of German patients to obtain treatment in sanatoria in Switzerland, chiefly designed to help in the fight against tuberculosis.

The present negotiations represent a continuation of trade and payments discussions, first undertaken in October, 1946, with the United States Zone of Occupation. At that time, upon the suggestion of the Swiss Government, a trade and payments agreement was negotiated in Berlin, which was the second such agreement for the re-opening of German trade.

Output of Soaps, Oils and Fats Favourable in South Africa

South African producers of soaps, oils and edible fats are maintaining output satisfactorily, as much of their raw material is available locally. Production of some lines of edible fats has been increased and soap prices have been reduced following a drop in oil prices.—(*Barclays Bank Review*)

Trade Commissioners on Tour

CANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, and to discuss the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following offices in the areas concerned:

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brantford—Board of Trade.
Calgary—Board of Trade.
Charlottetown—Board of Trade.
Edmonton—Canadian Manufacturers' Association.
Fredericton—Chamber of Commerce.
Galt—Board of Trade.
Goderich—Board of Trade.
Granby—Chamber of Commerce.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kingston—Chamber of Commerce.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.
Moncton—Board of Trade.
Montreal—Montreal Board of Trade.
Niagara Falls—Chamber of Commerce
Pembroke—Chamber of Commerce.
Quebec City—Board of Trade.
Regina—Chamber of Commerce.
Saint John—Board of Trade.
Sarnia—Chamber of Commerce.
Saskatoon—Board of Trade.
Sherbrooke—Chamber of Commerce.
St. Catharines—Chamber of Commerce.
St. John's—Department of Trade and Commerce, Stott Building.
Stratford—Board of Trade.
Toronto—Canadian Manufacturers' Association.
Vancouver—Department of Trade and Commerce, 355 Burrard Street.
Victoria—Department of Trade and Industry.
Welland—Board of Trade.
Windsor—Chamber of Commerce.
Winnipeg—Canadian Manufacturers' Association.
Woodstock—Board of Trade.

L. H. AUSMAN, Canadian Government Trade Commissioner in Leopoldville, has returned home on leave, and is now touring Canada from coast to coast, to meet businessmen interested in trading with the Belgian Congo, Angola and French Equatorial Africa.

Guelph-Kitchener—September 19.
Galt-Brantford—September 20.
Hamilton—September 21-22.
St. Catharines-Welland—September 23.
Woodstock-London—September 24.
Windsor-Walkerville—September 26.
Oshawa-Kingston—September 28.
Gananoque-Brockville—September 29.
Saint John—October 4-5.
Halifax—October 7-29.
Quebec City—October 12.
Montreal—October 13-29.
Ottawa—October 13-November 1.
Calgary—November 7-29.
Vancouver-Victoria—November 9-17.
Swift Current—November 19.
Winnipeg—November 21.

C. J. VAN TIGHEM, Commercial Secretary for Canada in Lima, Peru, has returned home on leave and is touring Canada, discussing with businessmen the further development of trade with Peru and Ecuador. On conclusion of his stay in Canada, Mr. Van Tighem will proceed to São Paulo, Brazil, as Canadian Government Trade Commissioner, succeeding Mr. J. C. Depocas in that post.

Vancouver, Victoria—September 19-24.
Winnipeg—October 17.
Windsor—October 21.
London—October 24.
Goderich, Kincardine—October 25.
Kitchener, Waterloo—October 26.
Elora, Fergus—October 27.
Galt—October 28.
Stratford—October 29.
Brantford—October 31.
Woodstock—November 2.
Hamilton—November 3-4.
Niagara Falls—November 5.
St. Catharines—November 7.
Welland—November 8.
Toronto—November 9-19.
Batawa, Deseronto—November 21.
Kingston, Brockville—November 22.
Ottawa—November 22-23.
Pembroke, Douglas—November 24.
New York City—November 27.

C. M. CROFT, Commercial Counsellor for Canada in Sydney, Australia, has returned home on leave, and is now touring Canada, visiting businessmen interested in trading with Australia.

St. Catharines, Welland—September 19-20.
Hamilton—September 21-22.
London—September 23-24.
Windsor—September 26-27.
Toronto—September 28.
Ottawa—September 29-30.
Winnipeg—October 3-4.
Vancouver-Victoria—October 11-20.

L. S. GLASS, Canadian Government Trade Commissioner in Lisbon, Portugal, has returned home on leave, and is touring Canada, discussing with businessmen in many of the leading centres trade conditions in Portugal, Spain and other areas in his territory, such as the Azores, Madeira, Spanish Morocco, the Canary Islands and Gibraltar.

Toronto—October 3-15.
Hamilton—October 17.
Niagara Falls—October 18.
St. Catharines-Welland—October 19.
Brantford—October 20.
Kitchener—October 21.
Montreal—October 24-November 8.
Ottawa—November 10.

E. H. MAGUIRE, Commercial Secretary for Canada in Santiago, Chile, has returned home on leave, and will commence his tour of Canada on October 3, discussing with businessmen trade conditions in Chile and Bolivia.

Vancouver, Victoria—October 3-14.
Winnipeg—October 17.
Toronto—October 19-November 2.
Guelph—November 3.
Kitchener—November 4.
Hamilton—November 7.
St. Catharines—November 8.
Welland, Niagara Falls—November 9.
Brantford—November 10.
London—November 11.
Windsor—November 14.
Sarnia—November 15.
Kingston, Gananoque—November 17.
Montreal—November 18-December 1.
Quebec City—December 2.
Saint John—December 5.
Ottawa—December 7-14.

FREDERICK H. PALMER, who has returned from Stockholm, Sweden, where he was Commercial Counsellor for Canada and Charge d'Affaires at the Canadian Legation, is now on tour in this country, prior to his departure next November for Manila, in the Philippine Islands, to open a new office for the Canadian Trade Commissioner Service.

London—September 19.
Windsor—September 20-21.
Welland-St. Catharines—September 22.
Toronto—September 23-October 5.
Ottawa—October 6-8.
Winnipeg—October 11.
Edmonton—October 13.
Vancouver-Victoria—October 18-29.

HOWARD W. RICHARDSON, Canadian Government Trade Commissioner in Bogotá, Colombia, has returned home on leave. He is making a tour of Canada, discussing trade conditions in Colombia, Panama and the Canal Zone with businessmen interested in that territory.

London—September 19.
Brantford—September 20.
Welland-Niagara Falls—September 21.
St. Catharines-Merriton—September 22.
Hamilton—September 23-26.
Fergus-Elora-Guelph—September 27.
Preston-Galt—September 28.
Kitchener-Waterloo—September 29.
Sarnia-Wallaceburg—September 30.

Air Mail Service to Hong Kong Commencing

Air mail transportation between Vancouver and Hong Kong, via Tokyo, will be inaugurated on Monday, September 19, flights being made at weekly intervals thereafter.

Trade and Tariff Regulations

Ceylon Temporarily Suspends Licences for Dollar-area Imports

Bombay, September 1, 1949.—(FTS)—The Government of Ceylon has recently announced that no new applications for the import of goods from the dollar area will be entertained for the present. A Cabinet Committee has been appointed to draw up a program of imports within the limits of Ceylon's exchange resources, and no licences will be considered or issued until the import policy is revised.

This move is understood to be the outcome of the decision taken at the recent Commonwealth Finance Ministers Conference held in London, to reduce dollar area imports to 75 per cent of the 1948 level.

Announcement date of the revised policy is not known, but it is anticipated that import licences for Canadian goods will be less liberally granted than in the past.

Australian Imports of American Tobacco to be Reduced

Sydney, August 25, 1949.—(FTS)—Australian importers of American tobacco have been directed by the Federal Government to reduce substantially their dollar expenditure in the next twelve months. This cut will cause a severe shortage of Australian cigarettes and tobacco by Christmas unless importers buy lower grades of tobacco leaf from dollar areas.

Even if importers are able to purchase fairly large quantities of the cheaper leaf, there is considerable doubt whether they could get sufficient to keep their production up to last year's level.

A Commonwealth survey has revealed that importers can obtain very little more leaf from the Mediterranean area or Southern Rhodesia for sterling. Meanwhile, Australia will not try to reduce imports of English cigarettes and tobacco.

South African Import Permit Validity Dates Announced

Johannesburg, September 6, 1949.—Import permits issued to South African importers for the current foreign exchange period, i.e., July 1 to December 31, 1949, may be used for the importation of goods shipped up to and including December 31, even though the vessel carrying the goods does not arrive in the Union by January 31, 1950. This extension of the validity date of import permits was authorized by a government notice of September 2, issued by the Department of Commerce and Industries, Pretoria.

As the regulations now stand, import permits for which the validity period was originally July 1, 1949, to January 31, 1950, are now valid for the importation of goods authorized from specific currency areas, if they are shipped to the Union on or before December 31, 1949, providing the on-board bill of lading is made out in the name of the ship which discharges the goods at a Union port. In the case of transhipped goods, the governing date of shipment will be the date on which the goods are shipped in the on-carrying vessel.

This notice is of special interest to Canadian exporters whose shipments, especially from the West Coast, would have had to be made originally well in advance of January 31, but who are now protected by the December 31 date of loading providing the requisite bill of lading is obtained. The arrival date in such instances will not affect the clearance of goods through the Union Customs in 1950.

Ocean-Going Sailing Schedules

Information contained in the following list of sailings is furnished by the steamship companies and agents concerned. This is the latest available, and is subject to change after *Foreign Trade* has gone to press.

The loading date and name of ship are not indicated in some instances, as information available is not sufficiently definite to mention the ship concerned. Exporters should seek further details from the operator or agent mentioned.

Ships loading within ten days of the publication date of this issue are not included.

DEPARTURES FROM MONTREAL

* Calls at Quebec. † Calls at Halifax several days later.
(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Aden—			
Port Aden	October 5–10	*Salawati*	Cunard Donaldson
Africa—South and East—	October 3–13	*Cargill*	Elder Dempster
Cape Town	Mid-October	*A Ship*	March Shipping
Port Elizabeth	October 20–23	*Langfonn*	Shipping Limited
East London	October 22	*Thorstrand*	Kerr Steamships
Durban	November 1–12	*Cabano*	Elder Dempster
	November 15	*Westralia*	Shipping Limited
Beira	October 3–13	*Cargill*	Elder Dempster
	November 1–12	*Cabano*	Elder Dempster
Lourenço Marques, Beira, Mombasa	October 22	*Thorstrand*	Kerr Steamships
Lourenço Marques	October 20–23	*Langfonn*	Shipping Limited
	November 1–12	*Cabano*	Elder Dempster
	November 15	*Westralia*	Shipping Limited
Argentina—			
Buenos Aires	October 1–5	*Bowmonte*	Cunard Donaldson
Belgium—	Sept. 28–Oct. 3	*Rouen*	Furness Withy
Antwerp	September 29	*Ornefjell*	Brock Shipping
	October 1	*Prins Alexander*	Shipping Limited
	October 3–8	*Mont Alta*	Montreal Shipping
	October 3–10	*Beckenham*	Cunard Donaldson
	October 5	*Grey County*	Canada Steamships
	October 6–10	*Erland*	Swedish American
	October 8	*Prins Willem V*	Shipping Limited
	October 9	*Beaverlake* (r)	Canadian Pacific
	October 12	*Prins Johan Willem Friso.*	Shipping Limited
	October 14	*Prins Frederik Hendrik*	Shipping Limited
	October 14–20	*Saint Malo*	Furness Withy
	October 17–22	*Vasaholm*	Swedish American
	October 20	*Brant County*	Canada Steamships
	October 22	*Prins Willem IV*	Shipping Limited
	Oct. 27–Nov. 1	*Polykarp*	Swedish American
	November 1	*Prins Alexander*	Shipping Limited
	November 2	*Prins Willem III*	Shipping Limited
	November 12–19	*Wanstead*	Cunard Donaldson
	November 15	*Prins Johan Willem Friso.*	Shipping Limited

Detination	Loading Date	Vessel	Operator or Agent
Brazil—			
Rio de Janeiro.....	October 1–5	*Bowmonte*	Cunard Donaldson
Santos.....			
British Honduras—			
Belize.....	September 30	*†*Benny* (r)	Saguenay Terminals
Canal Zone—			
Cristobal.....	September 30	*†*Benny* (r)	Saguenay Terminals
Ceylon—	October 15	*Trelissick*	McLean Kennedy
Colombo.....	November 15	*City of Carlisle*	McLean Kennedy
Colombia—	Sept. 28–Oct. 4	**Laholm*	Swedish American
Barranquilla.....	September 30	*†*Benny* (r)	Saguenay Terminals
Cuba—	September 30	*†*Benny* (r)	Saguenay Terminals
Havana.....	October 1–7	**Tidaholm*	Swedish American
Denmark—	October 6–10	*Erland*	Swedish American
Copenhagen.....	October 17–22	*Vasaholm*	Swedish American
	Oct. 27–Nov. 1	*Polykarp*	Swedish American
Dominican Republic—			
Ciudad Trujillo.....	October 7	*†*Otta*	Saguenay Terminals
Egypt—			
Alexandria.....			
Port Said.....	October 5–10	*Salawati*	Cunard Donaldson
Suez.....			
Finland—	October 6–10	*Erland*	Swedish American
Helsinki.....	October 17–22	*Vasaholm*	Swedish American
	Oct. 27–Nov. 1	*Polykarp*	Swedish American
France—	Sept. 28–Oct. 3	*Rouen*	Furness Withy
Le Havre.....	October 1	*Prins Alexander*	Shipping Limited
	October 5	*Grey County*	Canada Steamships
	October 6–10	*Erland*	Swedish American
	October 8	*Prins Willem IV*	Shipping Limited
	October 12	*Prins Johan Willem Friso.*	Shipping Limited
	October 14	*Prins Frederik Hendrik*	Shipping Limited
	October 14–20	*Saint Malo*	Furness Withy
	October 17–22	*Vasaholm*	Swedish American
	October 20	*Brant County*	Canada Steamships
	October 22	*Prins Willem V*	Shipping Limited
	Oct. 27–Nov. 1	*Polykarp*	Swedish American
	November 1	*Prins Alexander*	Shipping Limited
	November 2	*Prins Willem III*	Shipping Limited
	November 15	*Prins Johan Willem Friso.*	Shipping Limited
French Indo-China—			
Saigon.....	October 1–5	*Steel Vendor*	Isthmian Steamships
Germany—	October 1	*Prins Alexander*	Shipping Limited
Hamburg.....	October 3–8	*Mont Alta*	Montreal Shipping
	October 3–10	*Beckenham*	Cunard Donaldson
	October 6–10	*Erland*	Swedish American
	October 8	*Prins Willem V*	Shipping Limited
	October 12	*Prins Johan Willem Friso.*	Shipping Limited
	October 14	*Prins Frederik Hendrik*	Shipping Limited
	October 17–22	*Vasaholm*	Swedish American
	October 22	*Prins Willem IV*	Shipping Limited
	Oct. 27–Nov. 1	*Polykarp*	Swedish American
	November 1	*Prins Alexander*	Shipping Limited
	November 2	*Prins Willem III*	Shipping Limited
	November 12–19	*Wanstead*	Cunard Donaldson
	November 15	*Prins Johan Willem Friso*	Shipping Limited

Destination	Loading Date	Vessel	Operator or Agent
Guatemala—			
Puerto Barrios	September 30	*†*Benny* (r)	Saguenay Terminals
Hong Kong	September 25–30	*Rockside*	March Shipping
	October 1–5	*Steel Vendor*	Isthmian Steamships
	October 15	*City of Coventry*	McLean Kennedy
	Oct. 28–Nov. 1	*Menestheus*	Cunard Donaldson
India and Pakistan—			
Karachi	September 25–30	*Rockside*	March Shipping
Bombay	October 15	*Trelissick*	McLean Kennedy
Madras	November 15	*City of Carlisle*	McLean Kennedy
Calcutta			
Cochin			
Indonesia—			
Batavia	October 5–10	*Salawati*	Cunard Donaldson
Samarang			
Soerabaya			
Cheribon			
Batavia	October 1–5	*Steel Vendor*	Isthmian Steamships
Belawan-Deli			
Ireland—			
Dublin	September 24–28	*Torr Head*	McLean Kennedy
Malaya—			
Penang	October 1–5	*Steel Vendor*	Isthmian Steamships
Port Swettenham	October 5–10	*Salawati*	Cunard Donaldson
Mexico—			
Veracruz	October 1–7	†*Tidaholm*	Swedish American
Tampico			
Netherlands—	October 1	*Prins Alexander*	Shipping Limited
Amsterdam	October 3–8	*Mont Alta*	Montreal Shipping
Rotterdam	October 3–10	*Beckenham*	Cunard Donaldson
	October 5	*Grey County*	Canada Steamships
	October 6–10	*Erland*	Swedish American
	October 8	*Prins Willem V*	Shipping Limited
	October 12	*Prins Johan Willem Friso.*	Shipping Limited
	October 14	*Prins Frederik Hendrik*	Shipping Limited
	October 17–22	*Vasaholm*	Swedish American
	October 20	*Brant County*	Canada Steamships
	October 22	*Prins Willem IV*	Shipping Limited
	Oct. 27–Nov. 1	*Polykarp*	Swedish American
	November 1	*Prins Alexander*	Shipping Limited
	November 2	*Prins Willem III*	Shipping Limited
	Nlovember 12–19	*Wanstead*	Cunard Donaldson
	November 15	*Prins Johan Willem Friso.*	Shipping Limited
Netherlands Antilles—			
Willemstad	Sept. 28–Oct. 4	†*Laholm*	Swedish American
Curaçao	September 28	*†*Sundial*	Saguenay Terminals
New Zealand—			
Auckland	October 6	*Port Lyttelton*	Montreal Australia
Napier			New Zealand Line
Wellington			
Lyttelton			
Dunedin			
Northern Ireland			
Belfast	September 27–30	*Fanad Head*	McLean Kennedy
Norway—			
Oslo	September 28	*Ranenfjord*	Kerr Steamships
Kristiansand	October 6–10	*Erland*	Swedish American
Stavanger	October 17–22	*Vasaholm*	Swedish American
Bergen	Oct. 27–Nov. 1	*Polykarp*	Swedish American

Destination	Loading Date	Vessel	Operator or Agent
Philippines—			
Manila, Cebu	Oct. 28–Nov. 1	*Menestheus*	Cunard Donaldson
Manila	October 1–15	*Steel Vendor*	Isthmian Steamships
	October 15	*City of Coventry*	McLean Kennedy
Poland—			
Gdynia	October 6–10	*Erland*	Swedish American
Gdansk	October 17–22	*Vasaholm*	Swedish American
	Oct. 27–Nov. 1	*Polykarp*	Swedish American
Puerto Rico—			
San Juan	Sept. 28–Oct. 4	†*Laholm*	Swedish American
	September 28	***Sundial*	Saguenay Terminals
	October 7	*Otta*	Saguenay Terminals
Siam—			
Bangkok	October 1–5	*Steel Vendor*	Isthmian Steamships
Singapore	October 1–5	*Steel Vendor*	Isthmian Steamships
	October 5–10	*Salawati*	Cunard Donaldson
	October 15	*City of Coventry*	McLean Kennedy
Sweden—			
Gothenburg, Malmo, Norrkoping, Stockholm	October 6–10	*Erland*	Swedish American
	October 17–22	*Vasaholm*	Swedish American
	Oct. 27–Nov. 1	*Polykarp*	Swedish American
United Kingdom—			
Avonmouth, Swansea	Sept. 28–Oct. 4	*Norwegian*	Cunard Donaldson
	October 10–15	*Montreal City*	Furness Withy
	October 12–19	*Delilian* (r)	Cunard Donaldson
	Oct. 28–Nov 4	*Dorelian* (r)	Cunard Donaldson
Glasgow	October 2–8	*Salacia* (r)	Cunard Donaldson
	October 9–16	*Laurentia* (r)	Cunard Donaldson
	October 23–30	*Lismoria* (r)	Cunard Donaldson
Leith, Newcastle	Sept. 28–Oct. 3	*Cairnesk*	Furness Withy
	October 7–12	*Cairnvalona*	Furness Withy
Liverpool	September 24–28	*Torr Head*	McLean Kennedy
	September 27–30	*Fanad Head*	McLean Kennedy
	September 29	*Beaverford*	Canadian Pacific
	September 30	*Empress of Canada* (r)	Canadian Pacific
	October 6–10	*Ascania* (r)	Cunard Donaldson
	October 7	*Empress of France* (r)	Canadian Pacific
	October 10	*Beaverburn*	Canadian Pacific
	October 12–19	*Valacia* (r)	Cunard Donaldson
	October 21	*Empress of Canada* (r)	Canadian Pacific
	Oct. 28–Nov. 4	*Arabia* (r)	Cunard Donaldson
	October 28	*Empress of France* (r)	Canadian Pacific
London	October 1–10	*Seaboard Queen*	March Shipping
	October 2	**Beavercove* (r)	Canadian Pacific
	October 3–10	*Vandalia*	Cunard Donaldson
	October 9	*Beaverlake* (r)	Canadian Pacific
	October 10–17	*Asia* (r)	Cunard Donaldson
	October 19	**Beaverglen* (r)	Canadian Pacific
	October 21–27	*Hillcrest Park*	Cunard Donaldson
	October 27	*Beaverdell* (r)	Canadian Pacific
Manchester	Sept. 28–Oct. 1	*Manchester Regiment* (r)	Furness Withy
	October 5–8	*Manchester Progress* (r)	Furness Withy
	October 12–15	*Manchester Shipper* (r)	Furness Withy
Uruguay—			
Montevideo	October 1–5	*Bowmonte*	Cunard Donaldson
Venezuela—			
Puerto Cabello, La Guaira, Maracaibo	Sept. 28–Oct. 4	†*Laholm*	Swedish American
	September 28	*†*Sundial*	Saguenay Terminals
	October 7	*†*Otta*	Saguenay Terminals

Destination	Loading Date	Vessel	Operator or Agent
West Indies—			
Jamaica	October 4	*Canadian Victor*	Canadian National
Bahamas	October 14	†*Canadian Conqueror*	Canadian National
	October 24	*Canadian Highlander*	Canadian National
Antigua			
Barbados			
Bermuda			
British Guiana	September 20–29	†*A Ship*	Alcoa Steamships
Dominica	Sept. 25–Oct. 2	*Lady Nelson* (r)	Canadian National
Grenada	October 4–13	†*A Ship*	Alcoa Steamships
Montserrat	October 5–14	†*Canadian Cruiser* (r)	Canadian National
St. Kitts	October 18–27	†*A Ship*	Alcoa Steamships
St. Lucia			
St. Vincent			
Trinidad			

DEPARTURES FROM QUEBEC

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Liverpool	October 20–24	*Franconia* (r)	Cunard Donaldson
London	October 2–6	*Scythia* (r)	Cunard Donaldson
	October 22–27	*Samaria* (r)	Cunard Donaldson

DEPARTURES FROM HALIFAX

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Cuba—			
Santiago	September 25–28	*Lake Traverse*	Pickford and Black
Jamaica—			
Kingston	September 25–28	*Lake Traverse*	Pickford and Black
United Kingdom—			
Liverpool	September 24–28	*Newfoundland* (r)	Furness Withy
	October 11–15	*Nova Scotia* (r)	Furness Withy
	October 24–29	*Newfoundland* (r)	Furness Withy

DEPARTURES FROM VANCOUVER

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain information concerning loading dates, berths, available cargo space and rates.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa—South and East—			
Cape Town			
Port Elizabeth	October 10	*Silverteak*	Dingwall Cotts
East London	November 11	*Raki*	Dingwall Cotts
Durban			
Lourenço Marques			

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator or Agent
Argentina—			
Buenos Aires	October 5	*Hindanger*	Empire Shipping
	November 5	*Falkanger*	Empire Shipping
Australia—			
Sydney, Melbourne, Adelaide	Early October	*Mirrabooka*	Empire Shipping
Sydney	October 5	*Waitomo*	Canadian Australasian
Melbourne	Early October	*Sonoma*	Dingwall Cotts
	Late October	*Ventura*	Dingwall Cotts
Brisbane	Early October	*Sonoma*	Dingwall Cotts
Sydney	October 20	*Aorangi* (r)	Canadian Australasian
Belgium—	October 11	*Paraguay* (r)	Gardner Johnson
Antwerp	October 26	*Golden Gate* (r)	Gardner Johnson
	Early November	*Wyoming*	Empire Shipping
	November 7	*Seattle* (r)	Gardner Johnson
	November 29	*Bio Bio* (r)	Gardner Johnson
Brazil—			
Rio de Janeiro, Santos	October 5	*Hindanger*	Empire Shipping
Burma—			
Rangoon	October 14	*Manoeran*	Dingwall Cotts
Canal Zone—	October 7	*Coastal Adventurer*	Gardner Johnson
Balboa	October 10	*Don Anselmo*	Empire Shipping
Panama City	October 27	*Coastal Nomad*	Gardner Johnson
	November 6	*Santa Juana* (r)	Gardner Johnson
	November 11	*Santa Leonor*	Gardner Johnson
	November 17	*Gunner's Knot*	Gardner Johnson
Cristobal	October 7	*Coastal Adventurer*	Gardner Johnson
	October 27	*Coastal Nomad*	Gardner Johnson
	November 17	*Gunner's Knot*	Gardner Johnson
Ceylon—	October 4	*Silverash*	Dingwall Cotts
Colombo	October 24	*Hoperidge*	Dingwall Cotts
	November 4	*Radja*	Dingwall Cotts
Chile—			
Arica, Antofagasta, Valparaiso	November 6	*Santa Juana*	Gardner Johnson
	November 11	*Santa Leonor*	Gardner Johnson
Antofagasta, Valparaiso	October 5	*Hindanger*	Empire Shipping
	November 5	*Falkanger*	Empire Shipping
China—			
Shanghai, Tsingtao, Taku Bar	October 6–7	*Washington Mail* (r)	Canadian Blue Star
	November 11–12	*Java Mail*	Canadian Blue Star
Shanghai	October 14–15	*American Mail*	Canadian Blue Star
Colombia—	October 7	*Coastal Adventurer*	Gardner Johnson
Barranquilla	October 10	*Don Anselmo*	Empire Shipping
	October 27	*Coastal Nomad*	Gardner Johnson
	November 17	*Gunner's Knot*	Gardner Johnson
Buenaventura	November 6	*Santa Juana*	Gardner Johnson
	November 11	*Santa Leonor*	Gardner Johnson
Cook Islands—			
Raratonga	October 5	*Waitomo*	Canadian Australasian
Costa Rica—	October 7	*Coastal Adventurer*	Gardner Johnson
Puntarenas	October 10	*Don Anselmo*	Empire Shipping
	October 27	*Coastal Nomad*	Gardner Johnson
	November 17	*Gunner's Knot*	Gardner Johnson

Destination	Loading Date	Vessel	Operator or Agent
Ecuador—			
Guayaquil	November 6	*Santa Juana*	Gardner Johnson
	November 11	*Santa Leonor*	Gardner Johnson
El Salvador—			
La Libertad	October 10	*Don Anselmo*	Empire Shipping
La Libertad	October 7	*Coastal Adventurer*	Gardner Johnson
La Union	October 27	*Coastal Nomad*	Gardner Johnson
	November 17	*Gunner's Knot*	Gardner Johnson
Fiji—			
Suva	October 20	*Aorangi* (r)	Canadian Australasian
	October	*Vesteroy*	Empire Shipping
France—			
Le Havre Bordeaux Dunkirk	Early November	*Wyoming*	Empire Shipping
Germany—			
Hamburg	October 11	*Paraguay* (r)	Gardner Johnson
	October 26	*Golden Gate* (r)	Gardner Johnson
	November 7	*Seattle* (r)	Gardner Johnson
Guatemala—			
San Jose	October 7	*Coastal Adventurer*	Gardner Johnson
	October 10	*Don Anselmo*	Empire Shipping
Guatemala City	October 27	*Coastal Nomad*	Gardner Johnson
	November 17	*Gunner's Knot*	Gardner Johnson
Hawaii—			
Honolulu	October 20	*Aorangi* (r)	Canadian Australasian
Hong Kong	October 6–7	*Washington Mail* (r)	Canadian Blue Star
	October 10	*Vesteroy*	Empire Shipping
	October 14–15	*American Mail*	Canadian Blue Star
	November 11–12	*Java Mail*	Canadian Blue Star
India and Pakistan—			
Bombay Karachi	October 24	*Hoperidge*	Dingwall Cotts
Madras	October 14	*Manoeran*	Dingwall Cotts
Calcutta	November 14	*Zeeman*	Dingwall Cotts
Bombay	October 4	*Silverash*	Dingwall Cotts
Calcutta	November 4	*Radja*	Dingwall Cotts
Indonesia—			
Batavia	October 4	*Silverash*	Dingwall Cotts
Samarang	October 14	*Manoeran*	Dingwall Cotts
Soerabaya	October 24	*Hoperidge*	Dingwall Cotts
Cheribon	November 4	*Radja*	Dingwall Cotts
	November 14	*Zeeman*	Dingwall Cotts
Italy—			
Genoa Naples Venice	October 15	*Stromboli*	Empire Shipping
Japan—	Sept. 30–Oct. 1	*Island Mail* (r)	Canadian Blue Star
Yokohama	October 6–7	*Washington Mail* (r)	Canadian Blue Star
Yokohama	October 14–15	*American Mail*	Canadian Blue Star
	November 3–4	*Oregon Mail* (r)	Canadian Blue Star
	November 11–12	*Java Mail*	Canadian Blue Star
Malaya—			
Penang Port Swettenham	October 4	*Silverash*	Dingwall Cotts
	November 4	*Radja*	Dingwall Cotts
Mexico—			
Manzanillo	October 7	*Coastal Adventurer*	Gardner Johnson
Acapulco	October 27	*Coastal Nomad*	Gardner Johnson
	November 17	*Gunner's Knot*	Gardner Johnson

Destination	Loading Date	Vessel	Operator or Agent
Netherlands—			
Rotterdam	Early November	*Wyoming*	Empire Shipping
Amsterdam			
New Caledonia—			
Noumea	November	*Thorscape*	Empire Shipping
New Hebrides—			
Port Vila	November	*Thorscape*	Empire Shipping
New Zealand—			
Auckland	October 5	*Waitomo*	Canadian Australasian
Wellington			
Auckland	Early October	*Sonoma*	Dingwall Cotts
	October 20	*Aorangi* (r)	Canadian Australasian
Wellington	Late October	*Ventura*	Dingwall Cotts
Persian Gulf	October 24	*Hoperidge*	Dingwall Cotts
Peru—			
Callao	November 6	*Santa Juana* (r)	Gardner Johnson
Mollendo	November 11	*Santa Leonor*	Gardner Johnson
Callao	October 5	*Hindanger*	Empire Shipping
Philippines—			
Manila	Sept. 30–Oct. 1	*Island Mail* (r)	Canadian Blue Star
Iloilo	October 6–7	*Washington Mail* (r)	Canadian Blue Star
Cebu	October 10	*Vesteroy*	Empire Shipping
	October 14–15	*American Mail*	Canadian Blue Star
Manila	October 4	*Silverash*	Dingwall Cotts
	October 14	*Manoeran*	Dingwall Cotts
Cebu	October 24	*Hoperidge*	Dingwall Cotts
	November 3–4	*Oregon Mail* (r)	Canadian Blue Star
	November 4	*Radja*	Dingwall Cotts
	November 11–12	*Java Mail*	Canadian Blue Star
	November 14	*Zeeman*	Dingwall Cotts
Samoa—			
Apia	November	*Thorscape*	Empire Shipping
Pago-Pago	Early October	*Sonoma*	Dingwall Cotts
	Late October	*Ventura*	Dingwall Cotts
Singapore	October 4	*Silverash*	Dingwall Cotts
	October 14	*Manoeran*	Dingwall Cotts
	October 24	*Hoperidge*	Dingwall Cotts
	November 3–4	*Oregon Mail* (r)	Canadian Blue Star
	November 4	*Radja*	Dingwall Cotts
	November 7	*Zeeman*	Dingwall Cotts
Society Islands—			
Papeete	October 5	*Waitomo*	Canadian Australasian
	November	*Thorscape*	Empire Shipping
Sweden—			
Gothenburg	October 11	*Paraguay* (r)	Gardner Johnson
Malmo	October 26	*Golden Gate* (r)	Gardner Johnson
Norkopping	November 7	*Seattle* (r)	Gardner Johnson
Stockholm			
Trieste	October 15	*Stromboli*	Empire Shipping
United Kingdom—			
Manchester	Mid-October	*Pacific Importer*	Furness Withy
	Early November	*Pacific Shipper* (r)	Furness Withy
	Early November	*Pacific Nomad*	Furness Withy
Unstated Ports	September 30	*Bishim Hill*	Canada Transport
	Early October	*Loch Ryan*	Royal Mail Lines
	Early October	*Thistlemuir*	Canada Transport
	Early October	*Cape Ortegal*	Anglo-Canadian Shipping.
	October 11	*Paraguay* (r)	Gardner Johnson
	October 26	*Golden Gate* (r)	Gardner Johnson
	November 7	*Seattle* (r)	Gardner Johnson

Destination	Loading Date	Vessel	Operator or Agent
Uruguay—			
Montevideo	October 5	*Hindanger*	Empire Shipping
Venezuela—			
Maracaibo	October 7	*Coastal Adventurer*	Gardner Johnson
Puerto Cabello	October 10	*Don Anselmo*	Empire Shipping
La Guaira	October 27	*Coastal Nomad*	Gardner Johnson
	November 17	*Gunner's Knot*	Gardner Johnson

Services to Newfoundland

Transportation is a major factor in the economy of Newfoundland, which is served by a number of steamship services operating the year round from Halifax and North Sydney, and from Montreal during the season of open navigation on the St. Lawrence. Trans-Canada Air Lines also maintains a daily service between Montreal and Gander Airport, via Moncton, N.B., and Sydney, N.S. Boston is likewise connected with Gander Airport, via Yarmouth, N.S., Saint John, N.B., and Halifax, N.S. Steamship companies, ports of call and the frequency of their services are as follows:

Charlottetown to Corner Brook, etc.	Fortnightly	PEI Industrial Corporation
Halifax to St. John's	Weekly	Furness Red Cross Line
Halifax to St. John's	Every three weeks	Furness Warren Line
Halifax to St. John's	Every ten days	Newfoundland-Canada Steamships
Halifax to St. John's	Fortnightly	Rowlings
Halifax to St. John's	Weekly	Shaw Steamships
Montreal to St. John's	Every ten days	Blue Peter Steamships
Montreal to St. John's	Fortnightly	Clarke Steamships
Montreal to Corner Brook	Fortnightly	Clarke Steamships
Montreal to St. John's	Fortnightly	Newfoundland-Canada Steamships
North Sydney to Port aux Basques	Daily, except Sunday	Canadian National Railways
Saint John to St. John's	Weekly	Furness Red Cross Line
Hamilton to St. John's	Fortnightly	Newfoundland-Great Lakes SS.
Toronto to St. John's	Fortnightly	Newfoundland-Great Lakes SS.

Reciprocal Tariff Treatment Extended to Austria

Effective September 7, 1949, Canada extended most-favoured-nation tariff treatment to Austria. Henceforth, Austrian products imported by this country will not be subject to duties or charges higher than those levied on products of other countries. Similar treatment will be extended by Austria. Canada's exports to Austria in 1948 had a value of $3,109,835, including canned fish and meat, leather and powdered milk. Canadian imports from Austria include textiles, precious stones and scythes.

Foreign Trade Convention Scheduled for New York

World Economic Well-being Through Increased Production and Trade will be the theme of the 36th National Foreign Trade Convention, which is scheduled to take place on October 31, November 1 and 2, 1949, in the Waldorf Astoria Hotel, New York City. The agenda provides for the discussion of recent developments in international selling, credits, finance, insurance, transportation, communications, export packing, banking services and all related foreign trade matters.

Foreign Trade Service Abroad

Cable address:—Canadian, unless otherwise shown.
Note.—Bentley's Second Phase Code is used by Canadian Trade Commissioners.

Argentina

Buenos Aires—H. L. Brown, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.
Territory includes Uruguay and Paraguay.

Buenos Aires—W. B. McCullough, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Bartolomé Mitre 478.

Australia

Sydney—C. M. Croft, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.
Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Melbourne—F. W. Fraser, Commercial Secretary for Canada, 83 William Street.
Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—L. H. Ausman, Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boîte Postale 373.
Territory includes Angola and French Equatorial Africa.

Belgium

Brussels—B. A. Macdonald, Commercial Secretary, Canadian Embassy, 46 rue Montoyer.
Territory includes Luxembourg.

Brazil

Rio de Janeiro — Maurice Bélanger, Commercial Secretary, Canadian Embassy, Edificio Metropòle. Avenida Presidente Wilson 165. Address for letters: Caixa Postal 2164.

São Paulo—Acting Canadian Government Trade Commissioner, Canadian Consulate, Edificio Alois, Rua 7 de Abril 252. Address for letters: Caixa Postal 6034.

Chile

Santiago—E. H. Maguire, Commercial Secretary, Canadian Embassy, Bank of London and South America Building. Address for letters: Casilla 771.
Territory includes Bolivia.

China

Shanghai—B. I. Rankin, Acting Commercial Secretary for Canada, 27 The Bund, Postal District (0).

Colombia

Bogotá—H. W. Richardson, Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.
Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—A. W. Evans, Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.
Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

Cairo—J. M. Boyer, Canadian Government Trade Commissioner, 22 Sharia Kasr el Nil. Address for letters: Post Office Box 1770.
Territory includes Aden, Anglo-Egyptian Sudan, Cyprus, Ethiopia, Iraq, Lebanon, Saudi Arabia, Syria and the Hashemite Kingdom of the Jordan.

France

Paris—J. P. Manion, Commercial Secretary, Canadian Embassy. Address for letters: 3 rue Scribe.
Territory includes Algeria, French Morocco and Tunisia.

Paris—J. H. Tremblay, Commercial Secretary (Agricultural Specialist), Canadian Embassy. Address for letters: 3 rue Scribe.
Territory includes Belgium, Denmark, France and the Netherlands.

Germany

Frankfurt am Main—B. J. Bachand, Canadian Commercial Representative, Canadian Consulate, 145 Fuerstenbergerstrasse.
Cable address, Canadian Frankfurt-Main.

Greece

Athens—T. J. Monty, Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.
Territory includes Israel.

Foreign Trade Service Abroad—*Continued*

Guatemala

Guatemala City—J. C. DEPOCAS, Canadian Government Trade Commissioner, No. 20, 4th Avenue South. Address for letters: Post Office Box 400.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

Hong Kong—K. F. NOBLE, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.

Territory includes South China, the Philippine Islands and French Indo-China.

India

New Delhi—RICHARD GREW, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 11.

Bombay—R. K. THOMSON, Acting Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.

Territory includes Burma and Ceylon.

Ireland

Dublin—H. L. E. PRIESTMAN, Commercial Secretary for Canada, 66 Upper O'Connell Street.

Italy

Rome—R. G. C. SMITH, Commercial Secretary, Canadian Embassy, Via Saverio Mercadante 15-17.

Territory includes Malta, Yugoslavia and Libya.

Jamaica

Kingston—M. B. PALMER, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.

Territory includes the Bahamas and British Honduras.

Japan

Tokyo—J. C. BRITTON, Commercial Representative, Canadian Liaison Mission, Canadian Legation Building.

Mexico

Mexico City—D. S. COLE, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

The Hague—J. A. LANGLEY, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

New Zealand

Wellington—P. V. MCLANE, Commercial Secretary, Office of the High Commissioner for Canada, Government Life Insurance Building. Address for letters: Post Office Box 1660.

Territory includes Fiji and Western Samoa.

Wellington—Dr. W. C. HOPPER, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Government Life Insurance Building. Address for letters: Post Office Box 1660.

Norway

Oslo—S. G. MACDONALD, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.

Territory includes Denmark and Greenland.

Pakistan

Karachi—G. A. BROWNE, Canadian Government Trade Commissioner, The Cotton Exchange, McLeod, Road. Address for letters: Post Office Box 531.

Territory includes Iran and Afghanistan.

Peru

Lima—R. E. GRAVEL, Acting Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.

Territory includes Ecuador.

Portugal

Lisbon—L. S. GLASS, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

Singapore

Singapore—PAUL SYKES, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.

Territory includes Federation of Malaya, Indonesia, North Borneo, Brunei, Sarawak and Thailand.

South Africa

Johannesburg—S. V. ALLEN, Commercial Secretary for Canada, Mutual Building, Harrison Street. Address for letters: Post Office Box 715.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika and Uganda.

Cable address, Cantracom.

Foreign Trade Service Abroad—*Concluded*

Cape Town—C. B. BIRKETT, Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683.

Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.

Cable address, Cantracom.

Sweden

Stockholm—D. B. MUNDY, Acting Commercial Secretary, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.

Territory includes Finland.

Switzerland

Berne—YVES LAMONTAGNE, Commercial Counsellor, Canadian Legation, Thunstrasse 95.

Territory includes Austria, Czechoslovakia and Hungary.

Trinidad

Port-of-Spain—T. G. MAJOR, Canadian Government Trade Commissioner, 43 St. Vincent Street. Address for letters: Post Office Box 125.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana and the French West Indies.

Turkey

Istanbul—G. F. G. HUGHES, Acting Commercial Secretary for Canada, 20 Yeni Carsi Caddesi, Beyoglu. Address for letters: Post Office Box 2220, Beyoglu.

United Kingdom

London—A. E. BRYAN, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London—R. P. BOWER, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England, East Anglia and the British West Africa (Gold Coast, Sierra Leone and Nigeria).

Cable address, Sleighing, London.

London—W. B. GORNALL, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Cantracom, London.

London—R. D. ROE, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Timcom, London.

Liverpool—M. J. VECHSLER, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England and Wales.

Glasgow—J. L. MUTTER, Canadian Government Trade Commissioner, 200 St. Vincent Street.

Territory covers Scotland and Iceland.

Cable address, Cantracom.

Belfast—H. L. E. PRIESTMAN, Canadian Government Trade Commissioner, 36 Victoria Square.

Territory covers Northern Ireland.

United States

Washington—J. H. ENGLISH, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

Washington—G. R. PATERSON, Agricultural Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

New York City—M. T. STEWART, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, Cantracom.

New York City—M. B. BURSEY, Canadian Government Trade Commissioner (Fisheries Specialist), British Empire Building, Rockefeller Center.

Boston—T. F. M. NEWTON, Consul of Canada, 532 Little Building, 80 Boylston Street, Boston 16.

Detroit—J. J. HURLEY, Consul of Canada, Canadian Consulate, 1035 Penobscot Building, Detroit 26, Michigan.

Chicago—EDMOND TURCOTTE, Consul-General of Canada, Suite 800, Chicago Daily News Building, 400 West Madison Street.

Los Angeles—V. E. DUCLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

San Francisco—H. A. SCOTT, Consul-General of Canada, 3rd floor, Kohl Building, 400 Montgomery Street.

Venezuela

Caracas—C. S. BISSETT, Canadian Government Trade Commissioner, Canadian Consulate General, 8° Piso, Edificio America, Esquina Veroes.

Territory includes Netherlands Antilles.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations Sept. 6	Nominal Quotations Sept. 13
Argentina	Peso	Off.	·2977	·2977
		Free	·2085	·2085
Australia	Pound	....	3·2240	3·2240
Belgium and Belgian Congo	Franc	....	·0228	·0228
Bolivia	Boliviano	....	·0238	·0238
British West Indies (except Jamaica)	Dollar	....	·8396	·8396
Brazil	Cruzeiro	....	·0544	·0544
Burma	Rupee	....	·3022	·3022
Ceylon	Rupee	....	·3022	·3022
Chile	Peso	Off.	·0517	·0517
		Export	·0323	·0323
Colombia	Peso	....	·5128	·5128
Costa Rica	Colon	....	·1800	·1800
Cuba	Peso	....	1·0000	1·0000
Czechoslovakia	Koruna	....	·0200	·0200
Denmark	Krone	....	·2084	·2084
Dominican Republic	Peso	....	1·0000	1·0000
Ecuador	Sucre	....	·0741	·0741
Egypt	Pound	....	4·1330	4·1330
El Salvador	Colon	....	·4000	·4000
Fiji	Pound	....	3·6306	3·6306
Finland	Markkā	....	·0062	·0062
France, Monaco and French North Africa	Franc	Off.	·0037	·0037
		Free	·0030	·0030
French Empire—African	Franc	....	·0073	·0073
French Pacific Possessions	Franc	....	·0201	·0201
Germany	Deutsche Mark	....	·3000	·3000
Guatemala	Quetzal	....	1·0000	1·0000
Haiti	Gourde	....	·2000	·2000
Honduras	Lempira	....	·5000	·5000
Hong Kong	Dollar	....	·2519	·2519
Iceland	Krona	....	·1541	·1541
India	Rupee	....	·3022	·3022
Iran	Rial	....	·0312	·0312
Iraq	Dinar	....	4·0300	4·0300
Ireland	Pound	....	4·0300	4·0300
Israel	Pound	....	3·0000	3·0000
Italy	Lira	....	·0017	·0017
Jamaica	Pound	....	4·0300	4·0300
Japan	Yen	....	·0028	·0028
Lebanon	Piastre	....	·4561	·4561
Mexico	Peso	....	·1157	·1157
Netherlands and Indonesia	Florin	....	·3769	·3769
Netherlands Antilles	Florin	....	·5303	·5303
New Zealand	Pound	....	4·0150	4·0150
Nicaragua	Cordoba	....	·2000	·2000
Norway	Krone	....	·2015	·2015
Pakistan	Rupee	....	·3022	·3022
Panama	Balboa	....	1·0000	1·0000
Paraguay	Guarani	....	·3200	·3200
Peru	Sol	....	·1538	·1538
Philippines	Peso	....	·4975	·4975
Portugal and Colonies	Escudo	....	·0400	·0400
Singapore	Straits Dollar	....	·4702	·4702
Spain and Colonies	Peseta	....	·0916	·0916
Sweden	Krona	....	·2783	·2783
Switzerland	Franc	....	·2336	·2336
Thailand	Baht	....	·1000	·1000
Turkey	Lira	....	·3571	·3571
Union of South Africa	Pound	....	4·0300	4·0300
United Kingdom	Pound	....	4·0300	4·0300
United States	Dollar	....	1·0000	1·0000
Uruguay	Peso	Controlled	·6583	·6583
		Uncontrolled	·5618	·5618
Venezuela	Bolivar	....	·2985	·2985
Yugoslavia	Dinar	....	·0200	·0200

Trade Publications Available

ABC of Canadian Export Trade

Prepared by Export Division, Foreign Trade Service. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents a copy in Canada and 50 cents for delivery abroad.

Canada—Butcher, Baker, Grocer

Brochure, illustrating the extent to which foodstuffs are being shipped to the United Kingdom, prepared for distribution at the Dairy Show, in London, England, and to the provision trade in Great Britain. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Canadian Export Timbers

Brochure, illustrating and describing Canadian woods available for export, prepared for distribution at Building Trades Exhibition, in Manchester, England. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents.

Canadian Furs

Brochure, pertaining primarily to ranched furs, prepared for distribution at International Fur and Leather Fair, in Basle, Switzerland. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Canadian Certified Seed Potatoes

Folder, illustrating varieties most suitable for shipment to other countries, prepared for distribution abroad in an effort to stimulate export sale of seed potatoes. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Eighty Years of Foreign Trade

Reprint of article in *Canadian Geographical Journal*, which reviews development of Canada's trade between 1867 and 1947. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Reprints of Economic Reviews

Reports on the following countries, reproduced originally in the *Commercial Intelligence Journal* and *Foreign Trade*: Argentina, British West Indies and British Guiana, French North Africa, India, Iran, Mexico, New Zealand. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Reprints of Special Articles

Articles on the following subjects, published in *Foreign Trade*, have been reprinted in pamphlet form, and may be obtained from the Publicity Division, Foreign Trade Service, Ottawa:

Assistance Available from Trade Commissioners
Branch Plant Expansion Encouraged
Canadian Port Facilities Aid Foreign Trade
Canadian Toy Industry
European Recovery Program Related to Canadian Economy
Foreign Import Controls and Exchange Regulations
Import Control of Capital Goods Under Emergency Act
Influence of Geography on Import Trade
Production of Sports Equipment in Canada
Trade Procedure for American and British Zones in Germany

Trade Bulletins and Reports

Detailed information on foreign trade is compiled by Dominion Bureau of Statistics, being issued on a monthly, quarterly and annual basis. The Dominion Statistician is also responsible for compilation of the *Canada Year Book;* the *Canada Handbook*, the *Canadian Statistical Review* and commodity reports. Catalogue of publications obtainable from Information Service, Dominion Bureau of Statistics, Ottawa.

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EDMOND CLOUTIER, C.M.G., B.A., L.Ph.,
KING'S PRINTER AND CONTROLLER OF STATIONERY
1949

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